

5 WALL ST. BOMB SUSPECTS ARRIVE ON SHIP IN CHAINS

Placed in Separate Cells at
New Orleans After Voy-
age From Rio.

SEIZED ON U. S. ORDER

Chief Flynn Reports Desper-
ate Men Are Being Held
for Mutiny.

IGNORANT OF BOMB STORY

Secrecy Enjoined on Crew of
Vessel That Brings Them to
This Country.

NEW ORLEANS, March 22.—Held in separate cells in the New Orleans parish prison to-night were five men who classified themselves as seamen, but who Capt. J. H. B. Van Weelden of the New York and Cuba Line freighter Rushville said, and Department of Justice officials intimated, might be wanted in New York in connection with the investigation of the Wall street bomb plot of last September 16.

Shackled hand and foot, the men were taken from the Rushville to-day, hustled to the parish prison and booked under the following names: Philip Bender, Lionel Kuebreuff, Rudolph Dorsh, Hans Randin and Henrik Lipan. They then were held incommunicado.

After Capt. Van Weelden had related the manner in which the men were captured and the difficulties encountered in moving them from Rio de Janeiro to New Orleans he too became uncommunicative, and to-night would make no further statement. Department of Justice officials said they were awaiting instructions.

Last Saturday when the Rushville was approaching this port the master released the Department of Justice requesting that they care for five consular prisoners. Elaborate preparations were made for handling the captives, and they were treated as desperate men from the time Federal officers took them over from the ship guard under which they were in charge.

Orders issued by the master of the Rushville were that none of the crew should discuss the prisoners with outsiders under penalty of salary deductions. The captain, however, related the circumstances leading up to his acceptance of the men as involuntary passengers.

Last month, according to Capt. Van Weelden, the United States Shipping Board steamship City of Alton, then nearing Rio de Janeiro, received a wireless message, presumably from officials of the United States Government, requesting arrest of the five men. A fight started and, according to Capt.

Van Weelden, it was with extreme difficulty that the men were subdued, placed in irons and taken to Rio de Janeiro, where they were imprisoned.

The American Vice Consul at Rio de Janeiro, according to Capt. Van Weelden, requested the Munson Line steamship Yoro to take the quintet to New York, where it was said they were wanted. Still heavily guarded the men were placed aboard the Yoro, and in some manner, according to the Rushville Captain, started a furious fight. The Yoro's master then speedily returned them to the Rio de Janeiro jail.

About that time the Rushville came in to load coffee for New Orleans, and Vice Consul Thomas managed to persuade Capt. Van Weelden to attempt transportation of the prisoners.

"We accepted and here they are," the skipper added.

The prisoners, apparently between 25 and 35 years of age, were said to be for the most part well educated, some speaking several languages.

The officers of the Rushville spent the day and part of to-night in the offices of the Department of Justice. No indication was given as to when the prisoners would be taken to New York, or as to whether they were being held incommunicado.

Aside from a reporter for an afternoon newspaper who managed to talk to one of the men and was able to peer through some of the baggage before he was excluded from the parish prison, no one outside of Federal officials has talked with the men.

**FIVE HELD FOR MUTINY,
EXPLAINS CHIEF FLYNN**

**Not Connected With New
York Bomb Crime.**

WASHINGTON, March 22.—Investigation of the five men landed in chains to-day at New Orleans from the freighter Rushville has failed so far to uncover any evidence connecting them with the New York bomb crime of last September. It was stated to-night by William J. Flynn, chief of the Bureau of Investigation of the Department of Justice, that the investigation was being continued.

The men are charged specifically with mutiny on the high seas, Mr. Flynn explained, adding that they would be tried in the Federal Court of New York. Other officials of the bureau, after receipt of reports from New Orleans, also expressed the opinion that mutiny was the cause of the men's arrest.

The detention of the five men was reported to the department only ten days ago, Mr. Flynn said, adding that all preliminary reports to Washington had made it appear that mutiny was the reason for their being taken into custody.

The department, however, it was indicated, was not overlooking any possibility that all or some of the men might have been connected with the bomb explosion.

**CAFFEY AND SWANN
RECEIVE NO ADVICES**

**Steamship Official Notified of
Trouble on Vessel.**

Neither United States Attorney Caffey nor District Attorney Swann had received any message last night in respect to the five men brought in custody to New Orleans. The only person in this city who seemed to know anything about them was George H. White, president of the Northern Steamship Company, which operates the City of Alton.

Mr. White said the vessel left this city in October and went to Buenos Aires, where, after loading, she shipped a new crew and proceeded to Rio de Janeiro, whence she was to have sailed last month. A cablegram from her captain, however, announced that she was being delayed through trouble with her crew, and that eight of them, who were Russians, had been arrested for trying to organize a soviet in the ship.

HAIR ON WINDSHIELD BETRAYS CAR DRIVER

Clue Leads to His Arrest for
Death of Two Women in
Brooklyn Crash.

Early on the morning of March 5 a long, red motor car came roaring along to Flushing and Tompkins avenues, Brooklyn. There it left the street, took to the sidewalk and blundered into a party of women. Two of the women were killed—Mrs. Bessie Winnich of 648 Marcy avenue and her sister-in-law, Mrs. Mary Winnich, of the same address—and three others were badly injured.

The car turned turtle, end over end, and smashed itself against the wall of a building. When the police arrived the man who had driven the car and those who were with him had gone. But standing in the crowd was Charles Kammerer, who came forward with the information that the wreckage had been the automobile of Capt. Jackson, 5502 Ridge Boulevard, Brooklyn. Kammerer was sure because, he explained, he was the Captain's chauffeur, and that this car had been stolen from in front of 716 Bedford avenue, where Kammerer lived.

They arrested Kammerer because it seemed strange to them that he should be there so early in the morning on the very spot where his employer's stolen motor car should come to grief. Subsequently he was released in \$5,000 bail. He never changed his story—that it was just coincidence and that he was out scouting for tidings of the Captain's car.

On the morning of the tragedy Detectives Hemminger and Battalora plucked from the shattered windshield glass quite a bunch of short red hairs. They placed them in an envelope and set out seeking a red haired man who had a mean scalp wound. They went about doing considerable listening. Eventually they were rewarded by hearing a young woman tell another young woman in a dry, struggling cabaret place about the dreadful cut a certain gentleman friend of hers had managed to get in his scalp, and how he was getting over it all right.

Having all ears full of legitimate information, Hemminger and Battalora went forth and last night arrested William Jenkins, 19 years old, a chauffeur, living at 88 Powers street. Jenkins' hair is red and the scalp wound came up to specifications.

The young fellow was rather indignant at first. But they took him over to the Clymer street police station and there the two detectives told him a number of things he didn't think they knew. They backed that up by calling in Kammerer. Then Jenkins, deciding that he was becoming too involved, told his story.

The detectives describe it as a confession. They say he told them that he was at a party in the home of Miss Grace De Costa, 532 Lorimer street, on the night of March 4, and that Kammerer was there. The captain's car was outside, and, according to the police relay of Jenkins' story, Kammerer agreed to lend it to Jenkins in order that Jen-

kins and a dear friend of his might take the air for a while.

The crash at Flushing and Tompkins avenues did not knock him out, the police said Jenkins explained, nor his companion, so they escaped.

Jenkins will be arraigned to-day and a charge of homicide preferred against him.

OLDEST ELK IN U. S. DEAD.

DEVIANCE, Ohio, March 22.—John Flannigan, 95 years old, reputed to have been the oldest elk in the United States, died at his home here to-day after a short illness of pneumonia. Mr. Flannigan was initiated into the B. P. O. E. at the age of 88 years. He is survived by his widow and four children.

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(Between 5th and 6th Avenues.)

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Satin, Tan or Black Calfskin.
Combinations of Calf and Buckskin.

\$8.00, 8.50, 9.75

Men's Shoes

Tan Calfskin and
Brown or Black Cordovan

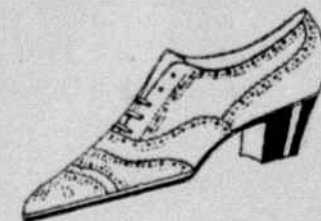
\$8.50 and 9.75

The Shoes pictured below are but suggestions from the extensive number of styles offered in this event.



Women's One-strap Walking Pumps in Black Satin with light weight welted soles and leather heels. Per pair

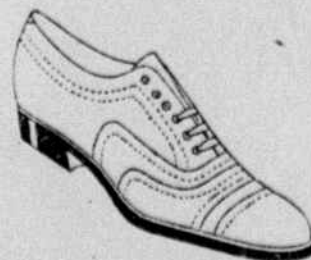
Special \$9.75



Women's Oxfords in tan Calfskin with ball strap and tip; smartly pinked and perforated. Per pair

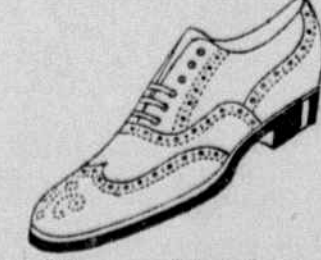
Special \$8.50

Every shoe constructed to the highest standards of workmanship from carefully selected leathers of the finer grade.



Men's Oxfords developed in Calfskin with ball strap and tip. Per pair

Special \$8.50



Men's Brown or Black Cordovan Oxfords—Brogued, winged and perforated; custom last. Per pair

Special \$8.50

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SILVER FOXES
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WOMEN'S TAILORED SUITS

Very Special at **\$45.00** Sizes 34 to 50½

The fabrics—especially recommended for their desirable qualities—comprise Poret Twill, Tricotine, Hairline Stripes, Oxfords and Tweed Mixtures. All Silk Lined.

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Gracefully fashioned, in fabrics unusually rich in texture

Exceptional at **\$65.00** (All Sizes)

This season's favored shades of Sorrento Blue, Silver-pine, Hindustan, Ostrich; also Navy Blue and Black, Silk Lined. All Sizes.

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Junior Girls' Coats and Wraps—Smartly fashioned of Wool Bolivia and Duvet de Laine, featuring cape sleeves, also yoke backs; self-stitching, narrow belts; half and full silk lined; desirable Spring colors; 12 to 17 years.

\$22.50

Ordinarily these models would be priced at \$34.75

Other models \$11.75 to 52.50

Misses' Polo Coats

Full length, belted models in Natural Color Polo Cloth, raglan sleeves; richly silk lined. Sizes 14, 16 and 18 years.

\$25.00

Girls' Polo Coats

Camels Hair Polo Cloths; half and full lined styles. Sizes 6 to 14 years.

\$11.75

Juniors' Polo Coats

Fashioned of Natural Camels Hair Polo Cloth; full belted, half and full lined. Sizes 12 to 16 years.

\$17.50

Girls' Dressy Coats

Of Wool Bolivia; full belted styles; silk lined throughout. Sizes 6 to 10 years.

\$23.75